

EVENING BULLETIN

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THURSDAY, JANUARY 23, 1902.

Had pictures drawn by Cuban and Sugar Trust representatives of what will happen if Cuba is not granted large tariff reduction makes people wonder how the sugar magnates have been able to exist all these years. Their previous sufferings have been due to war. Now they want the whole thing.

Under the heading "Reflection on Davis" Thurston's organ publishes the following clipping from the Chronicle: "It is becoming chronically apparent that whenever a Hawaiian lawyer loses a case, or is confronted with an adverse ruling, nothing will satisfy him short of a complete change in the personnel of the court."

How about its reflection on Thurston?

Late dispatches detail two important incidents in Roosevelt's official life. First, he has taken appointments out of the hands of the National Republican committee, second, he stepped on his wife's train at a reception. In answer to his wife's reproachful look, the President replied, "Pardon me, my dear, should the National committee offer similar remark, the President would doubtless make a similar response."

Mackay's cable proposition is so thoroughly business like that it is making marked headway for favorable consideration from Congress. The plan for government construction is not without its good points but Mackay already has his goods in process of construction and the delivery is sure, there is little reason why he should not be given the opportunity so earnestly sought.

PRINCE HENRY WILL VISIT UNITED STATES

Berlin, Jan. 11.—It was announced today that Prince Henry of Prussia, the brother of Emperor William, would represent the Kaiser at the launching of the yacht now building at New York for the Kaiser. It was also announced that the imperial yacht Hohenzollern would be present at the launching.

In connection with the proposed trip of the Hohenzollern, Emperor William telegraphed as follows in English to President Roosevelt:

"I am most gratified by your kind permission for Miss Roosevelt, to perform the christening ceremony of my yacht. It gives me great pleasure to announce to you that I have ordered my yacht Hohenzollern to cross over and be present at the ceremony. My brother, Admiral Prince Henry of Prussia, will appear as my representative, and will be able to express to you once more my sincere feelings and friendship for the United States and their illustrious head."

"WILLIAM, I. R."

President Roosevelt replied as follows in German:

"Your Majesty's intention to send over your yacht Hohenzollern to attend the christening by my daughter of your new yacht is a source of great pleasure to me. I can assure you heartfelt welcome for your brother, Admiral Prince Henry, to whom I shall personally express my sincere feeling of esteem for your Majesty as well as my best wishes for the welfare of the German people."

"THEODORE ROOSEVELT."

The Hohenzollern was placed in dry dock at Kiel today to have her bottom scraped and painted. She is under orders to be fitted out for a ten weeks cruise, and will sail for New York January 22, according to present plans, arriving there February 2d. Prince Henry will sail early in February on one of the North German Lloyd steamers. He will be attended by several officers of high rank, whose names have not yet been announced. The date of the launching of the Emperor's yacht, it is understood, has been fixed for February 28th.

AUSTRALIAN TARIFF

Washington, Jan. 12.—The State Department has been advised of a change in the plans of the Australian Government with regard to the new tariff for the confederation. It was the original program to let the tariff go into effect as drawn up, and then to refund or collect for any alterations which might be made before the tariff bill passed the Parliament. United States Consul General Bray, writing from Melbourne under date of November 18 states that he has been informed by C. C. Kingston, Minister of Customs, that should the tariff now before the Australian Parliament fail to pass in its present form, an increase or decrease in duties as now levied will not be charged or refunded to the importer. Amendments made in the tariff during its passage in Parliament will take effect immediately. When a change in the original bill is voted or passed by the House of Representatives, the Government at once notifies the Collector of Customs of such change in the duty from that date, according to such amendment.

Mr. Bray said that the Parliament is now debating the bill, and it was anticipated that two months would elapse before its final passage. Another report to the department from the Consul General, dated November 21, states that a number of alterations have been made in the tariff by proclamation of the Minister of Customs, taking effect that day. Among them is a reduction in the duty on manufactured tobacco from 85 cents to 79 cents a pound.

MACKAY PROPOSITION

HIS PLANS OUTLINED
BEFORE THE COMMITTEE

Has Long Had the Pacific Scheme in Mind—Senator Perkins Con-
verted to New
Plan.

Washington, Jan. 14.—Remarkable proposals for laying the Pacific cable were made to the Senate Committee on Naval Affairs today by George G. Mackay, representing the Pacific Commercial Cable Company of New York. Mackay explained that John W. Mackay has for years been interested in the Pacific cable as a matter of pride through his residence on the Pacific Coast, and now proposes, provided the government would not undertake to construct a cable, to lay one without subsidy or grant, asking no assistance whatever from the Government, and agreeing to sell the cable to the Government at the cost of construction, to be determined by arbitration, if destroyed. The offer is considered especially advantageous by several Senators who have been ardent advocates of a Government cable.

When the committee met, George G. Ward of New York, president of the Pacific Cable Company, and William M. Cook, general counsel, were present. Hale, the chairman, explained the efforts that previously had been made to secure legislation authorizing the construction of a cable to the Hawaiian Islands. He also impressed upon the committee the importance of early action in the matter if anything was to be accomplished. Speaking for his company, Ward said that for a great many years John W. Mackay had had a great desire to see a Pacific cable laid because of his being identified largely with the Pacific Coast, and then went over the ground covered in the hearing before the House Committee.

In opposing the proposition that the Government lay the cable, Ward asked if it were fair or just for the Government to lay a cable in competition with private enterprise and was it good business policy for the United States to spend probably \$15,000,000 when it could get everything desired from a private cable without the outlay of a dollar.

Senator Perkins, who sat in the Senate Committee on Naval Affairs in hearing cable propositions today, expressed himself as greatly pleased with the proposition outlined by Geo. G. Ward and William M. Cook, vice president and general counsel of the Pacific Commercial Cable Company. He said:

"Though my bill proposes to lay the cable at Government expense, through the Navy Department, I confess that the proposition laid down by the Pacific Commercial Cable Company, pleases me. I don't see how the Government can do better than to let these men go ahead and lay their cable. They do not ask for any subsidy or special privileges, nor for any monopoly. They agree to cut cable rates in half and to send Government messages for half of the cost rate. There would be no responsibility on the part of the Government, no charge for maintenance or repairs. The company is headed by John W. Mackay, who is a good Californian, and who is moved by patriotic as well as business motives in getting this cable laid."

"We are informed by Messrs. Ward and Cook that a cable is now being constructed at the rate of 240 miles a week, and that within a few days this will be increased to 350 miles a week. The company agrees to have the cable laid from San Francisco to Honolulu by the 1st of November, barring accidents, and by the end of December in any event. The route from Honolulu would be Wake Island and Guam. Now that is all that the United States wants, and if a private corporation wants ready to do this without a subsidy and without asking for any special privileges or a monopoly, I believe it should be permitted to go ahead. All these gentlemen ask is that the Government take no action at all, that Congress pass no bill. Knowing John W. Mackay's ability and Americanism, I am willing to have the company go ahead."

WILL REPRESENT US AT THE CORONATION

Washington, Jan. 14.—The Cabinet meeting today was devoted largely to the consideration of the report of representatives of this country at the coronation of King Edward VII. At the conclusion the following designations were announced by the Secretary of State: Special ambassador Waitlaw Field of New York; representative of the United States Army, General James H. Wilson of Delaware; representative of the United States Navy, Captain Charles E. Clark, commander of the battleship Oregon during the Spanish American war and now governor of the Naval Home at Philadelphia.

There are to be three secretaries, as follows: J. P. Morgan Jr., son of J. Pierpont Morgan of New York; Edmund Lincoln Baylies, an attorney of New York, and William Wetmore, son of Senator Wetmore of Rhode Island.

Washington, Jan. 15.—Dr. von Holleben, the German Ambassador at Washington today received a cablegram from Berlin giving the dates of arrival and departure of Prince Henry and a list of the party who will accompany him to the United States. Prince Henry will arrive on the Kronprinz Wilhelm on February 22d, and will sail for Germany on the Hamburg-American liner, Columbia, March 5th. He will be accompanied by Hofmarschall, Vice Admiral von Seckendorff and two aides-de-camp, Lieutenant Commander Schmidt von Schwind and Von Eickdy. His chief physician will be Dr. Rench.

Baron von Tirpitz, the German Secretary of State for the Navy, with his aide-de-camp, Lieutenant Commander Von Trotha, will also accompany the party. Emperor William will send his Adjutant General, General Von Plessin, Captain of the Navy Von Mueller and Von Grumme, aide-de-camp to the Emperor.

CABLE IN COMMITTEE

MARCONI'S EXPERIMENTS
COMES TO THE FRONT

Advantage of Government Owned Line
—Mackay Proposition to be Made
More Definite—Our Line Cost
\$1000 a Mile.

Washington, Jan. 11.—The effect of wireless telegraphy on the future of the submarine cable was developed to some extent today by the House Committee on Commerce in connection with the hearing on the proposed Pacific cable. The hearing was largely attended, Vice President Ward of the Pacific Cable Company continuing his statement of yesterday. He said he believed that the company he represented would be able to make exclusive traffic arrangements from points beyond the Philippines and connecting with China and Japan. He maintained that while there was no purpose to set up a monopoly, yet it was likely his company would have exclusive traffic arrangements with the Far East. He also stated that there would be questions as to the right of the United States to land a cable on foreign shores.

Representative Stewart of New Jersey interposed the statement that Germany's present course against Venezuela showed that the German Government made little distinction between public and private rights so that a Government cable station would have about the same status as a private station.

Chairman Hepburn asked a series of questions as to the effect of wireless telegraphy on the submarine cable. Ward replied that the new system presented a serious question. He was not sure that the Pacific cable project would have been undertaken if the long distance experiments had been held earlier. As to the claims that wireless signals had been conveyed 2000 miles across the Atlantic, Ward said that if the claims were made good they would deter people from laying any more cables.

When asked as to the effect thus far on the cable business, Ward said it had depressed cable interests.

Stewart wanted to know if the "cable companies had not chased Marconi out of Canada," to which Ward answered that he believed the cable companies had insisted upon certain exclusive rights which they held.

James Ford stated that the Asiatic Association, doing business in the Orient, favored a cable under private control. It was opposed to the Government entering the field of private enterprise. President Strymer of the South and Central American cable system made an extended argument favorable to Government control of the Pacific cable, citing incidents of the Spanish-American war, showing the importance of governmental control of the cable. In one case cited the Spanish Minister of Marine cabled Admiral Cervera to leave Santiago. If this dispatch had not been intercepted, Mr. Strymer said, the battle of Santiago bay would not have been fought, and the conduct of the war might have been changed.

Thomas E. Hughes, representing an American company which produces cables, said that as good cables could be made in the United States as in any other part of the world, and he asked that American labor and capital have the advantage of doing this work.

Chairman Hepburn asked if this American company was prepared to make a definite business proposition to the United States Government, Hughes replied that such a proposition would be submitted in due form within the next two days.

Hepburn asked that the formal proposition be in alternative form—first, for delivering a cable of American make at San Francisco; second, for making and laying a cable to Hawaii, Guam and Manila. Hughes thought the Government better able to do its own cable laying, using the Army transports. As indicating the general character of the forthcoming proposition, Hughes said the cost would be within 10 per cent of that stated as the cost of the Commercial Pacific Company's cable. The additional 10 per cent, he stated, was for the protection of American industry. Francis B. Thurber, president of the United States Export Association, favored private construction as most likely to give the earliest cable advantages to the business world.

In the course of a statement by William Colton of New York, a director of the Pacific Commercial Cable Company he said the company, after laying the cable across the Pacific, stood ready to sell it at any time to the United States Government at an appraised valuation. J. W. Henry, civil engineer for an American company making cable, said the company would furnish the Government a cable at \$1000 a mile, which, to Hawaii, would be about \$2,200,000, or considerably below the cost of a foreign-made cable. The hearing will be continued next Friday, when Government officials will be heard on the Government project.

HEALY'S NUMBER RESTORED.

Washington, Jan. 12.—The Secretary of the Treasury yesterday restored to Captain Michael Healy of the revenue cutter service the numbers of which he had been deprived in 1895 in punishment for certain lapses while commanding the Bear. Captain Healy was placed on waiting orders at half pay at the same time, and was generally in poor standing. Good and faithful work performed since that time has caused his restoration. Captain Healy gains thirty numbers by yesterday's order, and now stands seventh in rank in the revenue cutter service. He is at present in command of the cutter Golden Gate at San Francisco.

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STEAMER VENTURA MAKES SHORT STAY

The steamer Ventura arrived from San Francisco last evening after a fast trip of five days and twenty hours. From the time of leaving the coast to arrival off port the voyage was an uneventful one. A large crowd of passengers for this port and much freight were brought.

The vessel was detained in leaving San Francisco by the late arrival of the English mail, and she did not sail until after 1 o'clock on the morning of the 16th inst. There was a rush to get her away from here and she sailed for the Colonies a little after 10 o'clock this morning. At the wharf to see the Ventura away was a very large crowd of people, many of whom were the friends of the performers of the Rial Company, who departed in her.

REDUCE PHILIPPINE TARIFF.

Washington, Jan. 13.—The Republican members of the Senate Committee on the Philippines held a conference this afternoon and considered the House tariff bill. The principal subject under discussion was a proposition to make a reduction of 25 per cent on goods coming from the Philippines to the United States. No agreement was reached, and there is divergence of opinion as to the proposition. It is understood that an agreement will be reached when the full committee meets on Thursday. It was practically decided to reduce the tariff on goods coming from the Philippines to the United States.

SCHWAB BREAKS BANK.

New York, Jan. 13.—A cable to the Sun from Monte Carlo says: Charles M. Schwab, president of the United States Steel Corporation, who has been playing roulette here for high stakes for several days and who broke the bank yesterday afternoon, repeated this performance ten minutes before the rooms closed last night. He won \$4,000 francs on No. 29. The Casino was thronged at the time and Schwab's feat was greeted with cheers. Previous to this Schwab had lost many thousands francs on the same number.

TROUBLE AT NEWCHANG.

Peking, Jan. 14.—Paul Lesar, Russian Minister to China, has arranged for telegraphic communication between the United States Minister here, Conger, and the Consul of the United States at Newchwang. The latter has telegraphed that the Russians there are arresting American naval officers and sailors on groundless charges.

London, Jan. 15.—The Shanghai correspondent of the Standard says it is reported that the Russian before the death of Li Hung Chang secured a concession of territory at Nan Hui, southeast of Shanghai, near the Yangtze rapids.

A prayer meeting will be held in Central Union church this evening at 7:30 o'clock. The subject of the meeting will be "The need of love for Christ." Rev. J. P. Erdman will lead.

VESSELS DO NOT MAKE A PROFIT

In yesterday's Bulletin was contained an article on public pay for building wharf in which a man interested, spoke as follows:

"It costs a vessel of the size of seven hundred tons \$90 for towage in, and out of the harbor. Pilotage is not to be figured on these days, as nearly all the cargo vessels run through between the coast and this city are under coastwise papers and do not take a pilot when they tow. Their wharfage is at the rate of two cents a ton a day, excepting Sundays and holidays. Say a vessel remains here discharging ten days; her wharfage is \$14 a day, or \$140. Her towage is \$90 and the harbor master's fee \$3 for boarding on entering. These charges for a ten-day lay discharging, total, including \$20 for water, \$253. At this rate for prime and wharfage charged the shippers, the ship besides her freight makes a clear profit of \$172. With this profit to each ship coming here bringing 1000 tons of cargo it seems that the agents could take some of this to pay the builders of the Quarantine wharf instead of imposing another tax."

Another man who has seen years of service along the wharves and who knows just what he is talking about when it comes to charges, makes the following statement in contradiction of the statement given above:

"It is stated in your interview yesterday that a ship besides her freight, makes a clear profit of \$172. Now I will take the man's own figures and prove him wrong. He is working on a basis of ten days, so I will do the same. He mentioned as expenses the following: Wharfage, \$140; towage, \$90; harbor master's fee, for boarding on entering, \$3; water, \$20; total, \$253. 'So far, so good, but your informant has failed to mention the following: 6 men at \$2.50 a day for sorting merchandise, \$150; watchman at \$3 a night, \$30; total, \$180."

Taking this sum and placing it by the side of the \$172 'profit,' you see that ships, in place of making that \$172, lose \$8."

MASON FAVORS CUBA.

Washington, Jan. 13.—Mason today introduced in the Senate the following resolution:

"Resolved, That the doctrine of reciprocity as stated in the act of 1890, known as the McKinley bill, and the act of 1897, known as the Dingley bill, is the true doctrine and in the interest of the prosperity of the United States, and that treaties pending in the Senate should receive consideration at the present session of Congress:

"Resolved, That the Senate should give to the island of Cuba broad reciprocal trade, which would be to the advantage of this country and the discharge of our duty toward the people of that island."

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